

# ***2020 Regional Solicitation Project Selection: F Line Arterial Bus Rapid Transit***

Transportation Advisory Board  
April 21, 2021

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# 2020 Regional Solicitation

- TAB Action 2019-63: 2020 Regional Solicitation includes Arterial BRT category
  - BRT prioritization to occur through Metropolitan Council's Network Next planning process
  - Funding recommendation/TAB project selection
- TAB Action 2020-32 (September 2020)
  - Directed \$25 million for arterial BRT projects in the 2020 Regional Solicitation
  - Amended the timeline for project selection from December 2020 to April 2021
  - Matches revised Network Next plan schedule after pandemic and unrest effects on outreach
- BRT planning updates provided to TAB via information items through December 2020

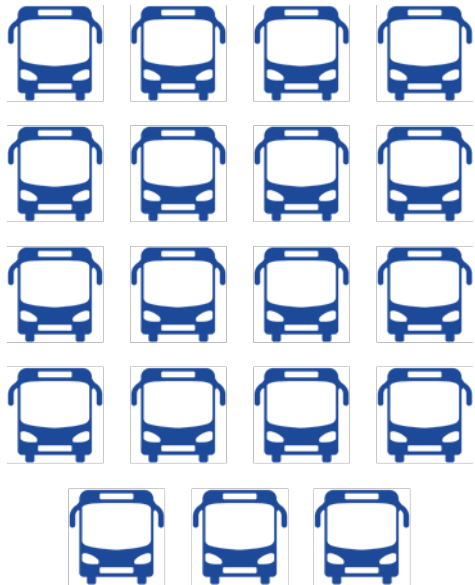


# Arterial BRT Corridor Development Process

## 1. IDENTIFY

Spring 2020

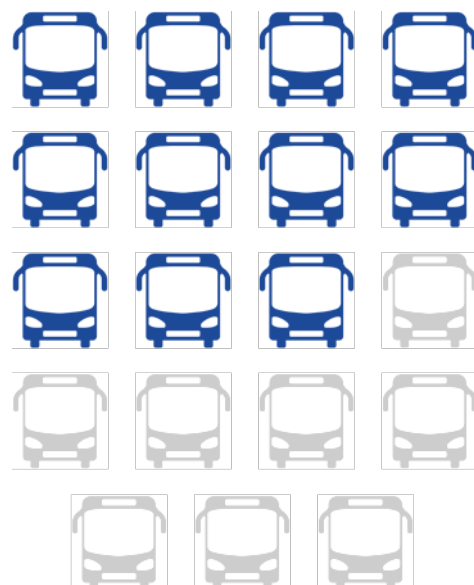
Based on the Network Next principles, identify about 20 potential corridors for arterial BRT implementation.



## 2. SCREEN

Summer 2020

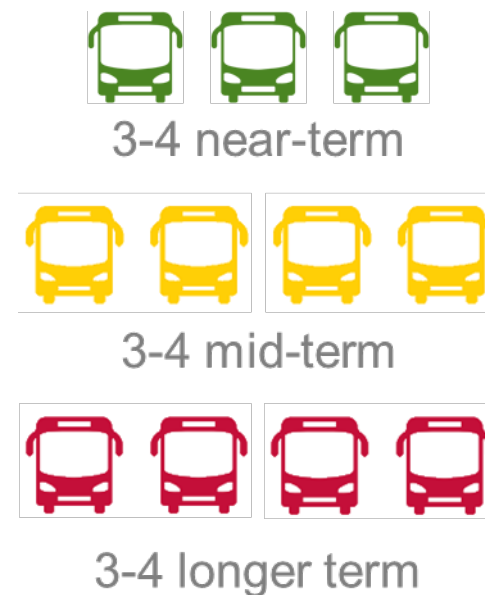
Conduct screening to identify about 10 most promising arterial BRT candidate corridors to advance.



## 3. EVALUATE

Fall 2020

Develop detailed arterial BRT concepts and apply robust evaluation criteria including cost, ridership & other benefits to sort lines into **three tiers**.



## 4. PRIORITIZE

Winter 2020/2021

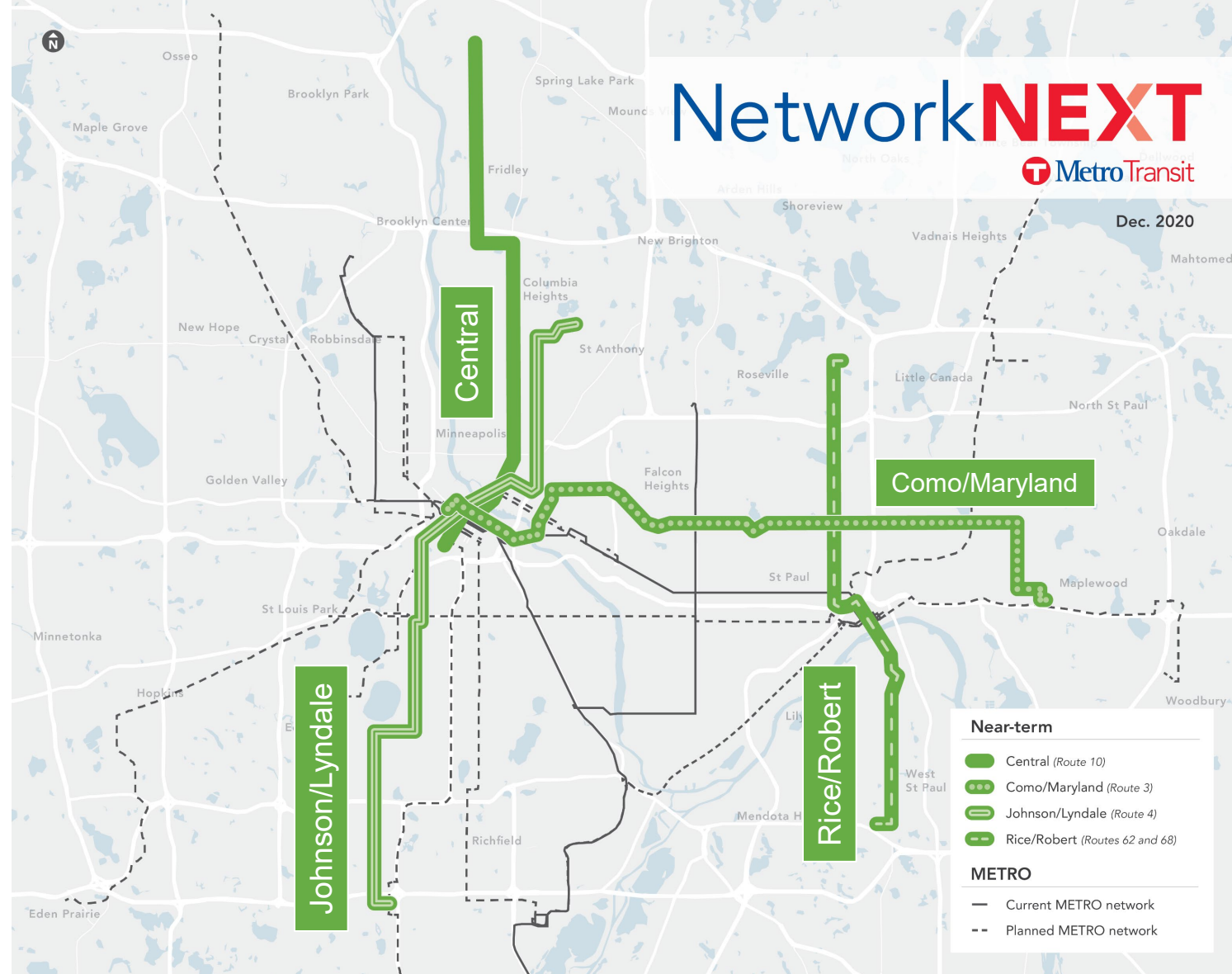
Review top performers based on readiness criteria to further prioritize the **next three lines** for implementation.



Selected March 2021

# December 2020: Near-term candidate corridor outreach

- >4,100 completed surveys
  - 119 in person, 3,997 online
  - 31% BIPOC, 69% white
  - Support for all corridors
- What we heard:
  - Provide service to BIPOC communities
  - Provide service to areas not currently served by BRT, LRT
  - Facilitate connections to home, work, school, stores and key destinations



# Key Factors in BRT Project Selection

		Central	Rice/ Robert	Como/ Maryland	Johnson/ Lyndale
F Line Selection Factors	Ridership	7,200–12,100	3,800–9,100	5,700–11,600	5,200–13,200
	Capital Cost	\$81M	\$78M	\$105M	\$93M
	Annual Operating Cost	\$15M	\$26M	\$21M	\$26M
G and H line Selection Factors		Expanding the reach of the METRO System	Good	Good	Fair
		Implementation order with other corridors	No constraints	Follow Rice/Robert	No constraints

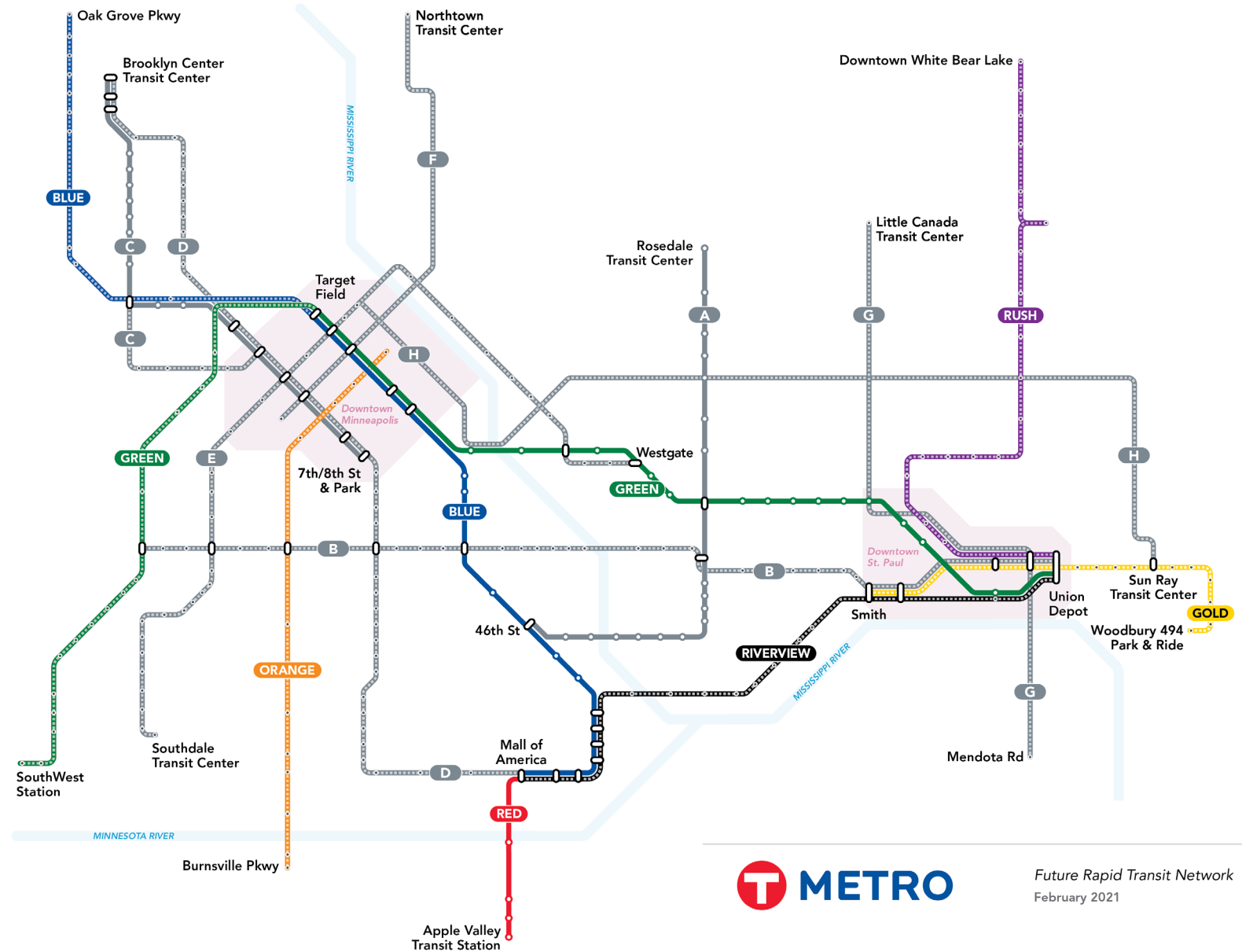
Outcome                      **F Line**                      **G Line**                      **H Line**                      **Mid-term**

Key to colors      Good      Better      Best



# Network Next Near-term BRT corridors

- F Line (Central)
- G Line (Rice / Robert)
- H Line (Como / Maryland)
- Serves Anoka, Dakota, Hennepin, Ramsey counties
- Adopted by the Metropolitan Council on March 24, 2021
- Plan update in ~2025 will select next BRT lines



Future Rapid Transit Network  
February 2021

Network**NEXT**

# Requested Action 2021-15

That the TAB award \$25 million identified in the 2020 Regional Solicitation to the METRO F Line along current Route 10 from Downtown Minneapolis to Northtown Mall via Central and University Avenues.